



Montana's Flight Across America Returns

By: Dave Miller, Bozeman (Montana's Flag Bearer)

For those of you that had not heard, "Flight Across America – FLAA" was an effort to honor those who lost their lives on 9-11 and more. Our freedom of Flight had been used as a weapon against us, for such a terrible act, that it literally shook the foundation of our way of life, and "Our Freedom"

Because aviation had been used against us, FLAA was also an effort to use the Spirit of Aviation, and the freedom it represents, to inspire the nation and contribute to the healing process. This effort was represented by one volunteer pilot from each state, delivering their State Flag to the people of New York to show unity and support.

It was a tremendous honor to have been the Flag Bearer for Montana on the "Flight Across America". Now that I am safely back home, and reflecting on what I had the honor to be part of, I can honestly say that it was one of the most rewarding things I've ever been involved in. When I was given the opportunity to represent my beloved state of Montana, I had a lot of mixed feelings. Naturally, I was very proud and humbled to have been chosen. That was the easy part. But when the coordinator simply asked me if I would make the commitment, I hesitated. I took two days to worry about the responsibilities I was about to accept. Thank God I had the strength to say yes. I've been a firefighter for over 35 years now, and I'd like to think I know what its like to make a commitment. Well, I'd be lying if I didn't tell everyone, this one had me worried. The airplane I wanted to use was a home built experimental that took me 13 years to build. And to make things

even more interesting, I was in the middle of an engine up grade. The flying club I belong to has two 172's and as luck would have it, when I called to reserve one as a back up, both had already been reserved. That meant I had no options. I had to get that engine installed and running with no problems. As luck would have it, I had lots of problems. Lack of time was my biggest problem. But with lots of help and lots of hours, it happened. I had 2 hours on the engine when I headed to our capital, Helena, Montana to pick up the flag. The rest is history. Some of that history I'll never forget. My first encounter with the other Flag Bearers is one I have to share with you.

It was late in the evening, on the 5th of September, when I finally arrived at Somerset, PA. It had been a long day, and I was tired. (Lets face it; I was tired the day

I left Montana on the 3rd, around 4:00 PM). As I taxied back down the dark runway I'd just landed on, it appeared as though I had landed on a deserted airport. Finally I saw a light down behind the hangars and taxied towards it. As I got closer, I realized I was not alone. There were about 50 to 60 people in the pavilion. When I shut down my engine & opened my canopy, someone in the dark simply asked, "Montana"? My reply was an equally simple, "Montana"! The response to that was amazing. I think everyone of those people stood up and cheered & clapped. From that moment on, I knew I was among friends. That experience alone made the trip. So again I want to simply say "Thank you"! This was a good mission. The fantastic people I met during the preparation and during my trip made it so, and I am very proud to have been able to represent Montana.



Montana Flag Bearer, Dave Miller, Local 613, Bozeman, Montana – 4th from the left, top row. We congratulate and thank Dave for representing the GREAT State of Montana!

Administrator's Column

Rural Mail Delivery Threatened:

The United States Postal Service has announced it will end all rural airmail contracts by May 2003 and use ground transportation exclusively. Alpine Air of Provo, Utah flies over 50,000 lbs of mail a day in Montana. Representative Denny Rehberg has issued a press release and joined eight colleagues in a letter to the post office urging the decision be reserved. Interested parties should submit comments to Montana's congressional delegation. For more information please call the Division at 444-2506. ➔

Customs Information: General aviation customs service at the Great Falls International Airport has been suspended indefinitely due to the terminal remodel project underway at the facility. Aircraft are being referred to Cut Bank, Helena or Butte. A recent hiring freeze for part-time employees has delayed any progress in securing a customs agent for Glasgow. ➔

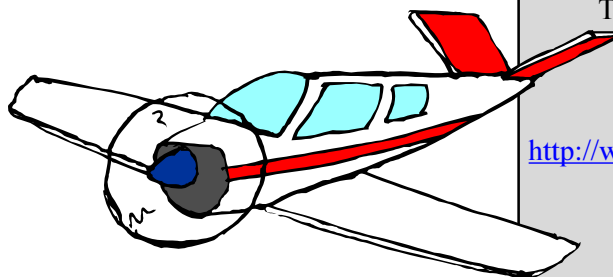
Change in Senate Means Changes for Aviation:

An important outcome of the recent elections for the aviation subcommittee is the upcoming change of key Senate committee chairmanships—particularly the Senate Committee on Commerce, Science and Transportation that oversees the DOT and FAA and authors legislation that sets spending limits for these departments. Sen. John McCain (R-AZ), who has not always supported general aviation issues will take over the gavel from Sen. Fritz Hollings (D-SC), a long-time supporter of GA. The Senate Appropriations Committee, will see a change in leadership as well—it reverts from Sen. Robert Byrd (D-WV) to pilot Sen. Ted Stevens (R-AK). In the Senate Ted Stevens (AK), Tom Harkin (IA), Jim Inhofe (OK), and House members Robin Hayes (NC), Leonard Boswell (IA), Pat Toomey (PA), Charlie Bass (NH) and Vern Ehlers (MI) are all returning members to Congress and AOPA members. Five new AOPA members will join Capitol Hill—Steve Pearce (NM), John Kline (MN), Michael Burgess (TX), Chris Chocola (IN) and William Janklow (SD). ➔

First Flight has happened! On October 26th a historic Lockheed P-38F fighter from WWII made its first flight in more than 60 years. It was one of eight P-38s and two B-17s en route to England on July 7, 1942, that encountered bad weather, ran low on fuel and made precautionary landings on the Greenland ice cap. The crews were rescued, but the aircraft became entombed in the ice. The 1993 aviation conference featured Richard Taylor and Patrick Epps founders of the Greenland Expedition society who spoke of their first recovery venture in 1981. In 1992, *Glacier Girl* was recovered from beneath 268 feet of ice. For more information tune into the history channel on March 3, 2003 at 9:00 PM EST for a documentary on *The Lost Squadron* or go to www.thelostsquadron.com. ➔



Debbie K. Alke, Administrator



The forgotten man – Charles Taylor – of the Wright brothers' historic first powered, man flight will be honored with a memorial to be built at Wright State University in Dayton, Ohio. Taylor was a design engineer, machinist, and mechanic for the Wrights. The Aviation Maintenance Career Commission worked with the university to develop the memorial. The ground breaking is set for May 24, 2003.

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Calendar

January 16 & 17, 2003 – Aeronautics Board Loan & Grant Review – Helena. For information phone (406) 444-2506.

January 24-26, 2003 - Winter Survival Clinic - Helena. For further information phone Montana Aeronautics Division (406) 444-2506.

February 7& 8, 2003 – Flight Instructor Refresher Clinic – Helena. For further information phone Montana Aeronautics Division (406) 444-2506.

February 27 – March 1, 2003 – Montana Aviation Conference, Holiday Inn, Missoula – (800) 399-0408 or (406) 721-8550. For further information phone Montana Aeronautics Division (406) 444-2506.

Montana Aviation Conference

February 27 – March 1, 2003
Mark your calendar now!!!

Holiday Inn Parkside
(406) 721-8550
Missoula, Montana
Room rates \$65 + tax
Reserve your room early.

Watch for registration
information coming soon!!

Safety & Education Bureau



Patty & Jeanne promoted aviation education at the 2002 MEA-MFT Educators' Conference in Missoula on October 17 & 18. Jeanne also did a presentation on Flight Planning "You Take the High Road and I'll Take the Low Road" showing educators how to plan and plot a course between two airports, calculate distance traveled using wind direction and speed, plan for fuel burn, and interpret symbols and physical landscape on the aeronautical chart.

Art Contest's Celebrate Flight

This year's Montana Aeronautics Division Aviation Awareness Art Contest celebrates "100 Years of Powered Flight" commemorating the centennial of the Wright Brothers' first powered flight on the sands at Kitty Hawk, North Carolina, on December 17, 1903. First place entries receive a round trip flight from the winner's hometown to Helena for the winner and his/her parents, a trophy and certificate of achievement presented by the Governor and a career awareness tour of the Helena Regional Airport. The grand prize for entrants 16 to 18 years of age includes paid tuition to attend the 2003 Experimental Aircraft Association (EAA) Air Academy & EAA Fly-In Convention in Oshkosh, Wisconsin. The deadline for this year's contest is March 29, 2003. For further contest information please phone Montana Aeronautics Division (406) 444-2506 or email: pkautz@state.mt.us.

The 2003 International Aviation Art Contest also celebrates 100 years of powered flight with their annual art contest. Entries must be postmarked by January 10, 2003 and sent to Montana Aeronautics Division, PO Box 5178, Helena, MT 59604. For a flyer and more information on the contest please contact the Montana Aeronautics Division (406) 444-2506 or email: pkautz@state.mt.us.

The EAA Sport Aviation Art Competition is the world's longest running aviation art contest. Youth entries are due by May 12, 2003 and adult entries by March 28, 2003. For more information regarding the EAA Aviation Art Competition contact Katie Cheesebro at (920) 426-6880 or email: kcheesebro@eaa.org.



Ride of a Lifetime

By: Jim Greil, Chief
Airports/Airways Bureau



I feel the need - the need for speed!!

Thursday, August 15th, 2002 will be a day I am not likely to ever forget. I had the very unique opportunity to do something that countless numbers of aviation enthusiasts have dreamed of doing but very rarely ever get the chance to. The General Dynamics F-16 Fighting Falcon is the free world's most well-known advanced jet fighter aircraft and the cornerstone of the United States Air Force. It is arguably the most maneuverable military aircraft in the world, and for nearly two hours, I had the opportunity to put it through its paces. Devoting a good majority of my working career to Montana Aeronautics Division service, I appreciate the fantastic opportunities it affords me that I otherwise would never have, and my flight in the F-16 was definitely one of them.

The Montana Aeronautics Division has a long-standing, good working relationship with the Montana Air National Guard (MANG). Over the years, one of our contacts with the MANG has been intensely involved with our Division and exemplifies the best that our armed forces have to offer. Lieutenant Colonel Bill Schultz of the 120th Fighter Wing of the MANG has represented MANG interests to the Aeronautics Division for many years. More recently, the MANG has been involved with a proposal involving the creation of restricted use airspace within the Hays MOA in North Central Montana for the purpose of performing practice bombing missions. Currently, to do this type of training, the 120th has to fly as far as Utah. During discussions with the MANG over the proposal and its potential effects on aviation in Montana, Lt. Col. Schultz did a number of presentations, including a very informative lecture to our Aeronautics Board at its annual meeting in West Yellowstone in June. The seed of the orientation flight in the F-16 with one of our representatives was discussed at this meeting. The purpose of the flight would be to better demonstrate the operation of the 120th fighter wing operations and F-16 aircraft within the Hays MOA, and to show the additional need for restricted airspace. After some wrangling with the red tape, which included some items concerning national security and medical fitness, we were given a green light to proceed. A departure date was set, August 15th at 1600.

It is hard to squeeze the day's experiences into the margins of this newsletter, but I'm sure that if any of you squeezed my arm, I would and could sit and talk to you for hours about all that happened. In order to properly prepare me for the flight, I arrived at the MANG facility in Great Falls at 1100. After lunch and a lengthy F-16 simulator checkout, I was taken to life support for the fitting of my Nomex flight suit, boots, gloves, parachute harness and G-suit. Life support also fitted me for my helmet and oxygen mask. Nothing will crank up your anticipation level like catching yourself in the mirror while wearing this stuff. After some more ejection seat and emergency training, I was finally ready for the pre-flight briefing. Once again, I could speak for hours, but suffice it to say that the MANG facility is a state-of-the-art center of warfare, and woe be the adversary who locks horns with the technology and preparedness of the US Air Force. After pre-flight, we exited to the flight line and strapped ourselves into the F-16 block 50 D model, N-number AF86046.

Advancing the throttle to full afterburner, Lt. Col. Schultz eased the aircraft from a dead stop to a near vertical attitude in an incredibly short amount of runway. The seat pressing acceleration of the 29,000 lb thrust of the jet is indescribable. It was the greatest feeling of acceleration I had ever felt. After takeoff and departure of the area, we quickly passed over Great Falls enroute to the Hays MOA. Level at FL150, Bill said those words to me that I have wanted to hear my entire life, "You take the F-16". Initially I tried to just keep it straight and level and my airspeed to about 350 knots, but I soon found myself simply wiggling the jet side to side just to get a feel for it. I cannot describe the feeling I had just to know that I was sitting in an F-16, controlling its flight. After very quickly arriving at the airspace, Lt. Col. Schultz took the controls back and proceeded to demonstrate the MANG practice bombing routine. It was not unusual for us to pull 5 to 7 Gs while we twisted and turned at less than 500 feet and in excess of 500 knots during the bombing exercise. After the bomb delivery and HUD demonstration, Lt. Col. Bill Schultz gave me permission to do what I was busting at the seams to do, take control of the aircraft and "give it to it". Because of the two under wing fuel tanks we were carrying, he requested that I keep the aircraft under 7½ Gs until they were drained. The F-16 will normally limit the operator to 9 Gs. The first maneuver I attempted was a simple loop. After entering the loop at approximately 11,000 MSL at 400 kts, I applied a continual backpressure to the stick to obtain 4 Gs. As we were rounding out the top of the loop a quick glance at my altimeter showed 18,500 feet. WOW, an 8000 ft vertical 4G loop. Hard to do that in a Cessna! After the initial loop, I really started to have some fun doing all sorts of aerobatics, with twists and turns and high Gs and afterburners and just about anything else you can imagine. At one point, we slowed the aircraft down to 300 knots, then lit the afterburners to demonstrate its thrust and speed to 600 knots. I didn't time it,

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but it literally just took a matter of a few seconds. Overall, it is easy to see that the F-16 is a young man's airplane. If you push it, this aircraft will drain and disable you long before you run out of gas. As far as the flight characteristics are concerned, it is undoubtedly the easiest aircraft I have ever flown, and without a doubt, the safest. It is impossible to put the aircraft into a configuration in which it will stall, spin or depart from controlled flight simply because if the aircraft is in danger, the computer will automatically take over the controls until normal flight is restored. We tried to depart the normal flight envelope in many different ways and in several configurations only to be "saved" by the computer.



"Top Gun" Jim Greil and Lt. Col. Bill Schultz

After I had the controls for nearly an hour, (except for the times I made use of the air sickness bag), Lt. Col. Schultz resumed control of the aircraft and we departed the Hays Moa to buzz down over the Crazy mountains, over fly Livingston and Bozeman and then to shoot two approaches into the Helena Airport. So many times I watched F-16s buzz by our offices never realizing that someday I would be amongst them. After doing the two approaches into Helena, we departed back to Great Falls and shot 4 approaches in the pattern, which incidentally included several 4 G turns within the pattern itself. Finally the time came to land and I felt a very distinct sadness come over me as soon as we touched down, for I knew that although I had just partaken of an experience few will ever get to realize, I also knew that it may very well be my last.

After we finally parked, we exited the aircraft and proceeded to do a short de-brief and mission evaluation. I presented Lt. Col. Schultz with some token Aeronautics Division memorabilia, which hardly seemed a fair trade for the experience that I just had. After all was over and I was making my way back to Helena by car, several indelible impressions seemed to solidify in my mind regarding the trip and what I had learned. I understood that I will never again fly through a MOA without first checking its activity as it was much more Dangerous to do so than I had ever imagined. I wished that there were a system in place to allow more people to experience, even if on a smaller scale, the same thing I had. I was also amazed at how accurate and realistic the widely available computer F-16 flights sims are. I was satisfied to know that the experience of flying the F-16 was everything that I had hoped it would be and I discovered that the MANG was more than I had ever realized. Their mission is one of the highest importance, and they have been a great partner to Montana aviation. In the end, it is clear to see the need for the restricted airspace that the MANG is proposing within the Hays MOA, and I am somewhat shocked that it had never been implemented before. I cannot offer enough thanks to Lt. Col. Bill Schultz for making all of this possible for the Aeronautics Division and myself. It truly was, the ride of a lifetime.

Big Sky Airlines Offers New Route

Big Sky Airlines has announced plans to begin a new route combining service between Casper and Gillette, Wyoming and Billings, Montana, which became effective October 21, 2002. Kim Champney, President and CEO commented, "We are pleased to announce this new service. In addition, we wish to express our gratitude to everyone in Casper and Gillette that helped make this all happen."

Big Sky will operate three flights Monday through Friday and a reduced schedule on the weekends. The schedule allows for travel between these cities, as well as inbound and outbound connections via Billings, to many other cities in Montana, Boise, Idaho, and Spokane, Washington, all served by Big Sky Airlines. These arrangements provide more competitive connecting fares, simplified ticketing, baggage transfers, and frequent flier programs. Travelers connecting to these carriers will earn mileage credit for the portion flown on Big Sky Airlines.

Special introductory fares of \$99.00 (does not include taxes) one-way between Casper and Billings and \$60.00 (does not include taxes) one-way between Gillette and Billings are available. The fares are good for travel beginning October 21, 2002 with travel having to be completed by December 1, 2002. This special fare will require no advance purchase. However, advance reservations are still recommended. Special medical fares are also offered. A fare of \$50.00 (not including taxes) one-way between Gillette and Casper is available any time.

Glasgow Pilots Relive 1947 County Air Tour

Adapted from Glasgow Courier, By: Samar Fay

After World War II, times were pretty good in Valley County. Men returned from the war anxious to resume their lives in town or in the country. Many had learned to fly during the war, and the rest seemed to want to learn.

“There was a wave of people from the north country, Opheim, Glentana and Thoeny, a whole bunch of ordinary people, farmers and ranchers, who learned to fly,” said Kenneth Newton. “People wanted to be a part of the air world.”

Newton recalls the popularity and availability of airplanes in those days. After the war people had a little money and a plane was not expensive then. According to O.E. Markle, a stripped-down Cub at the factory cost \$999. It came in a boxcar. That was with single ignition and no brakes, by the way. The tail wheel was extra, C.D. Markle added. A Cub cost about \$1,200 fully equipped.

At that time, Valley County was said to have the largest percentage of aircraft per capita in the United States. In 1947, 18 of these local aircraft flew in a Valley County Air Tour sponsored by Valley Fliers, Inc. That group was a forerunner of the Valley Hangar, the present-day pilots’ organization in Glasgow. Several of those pilots, or their sons, are still in the area. On Saturday, October 26, 2002, 55 years later, some of them gathered for another tour and a special picture. Six airplanes started, joined midway by a seventh. Alden Smith, 81, an original pilot, sat in the co-pilot’s seat in a 1977 Cessna 180 with Lanny Hanson. Other veterans of the 1947 tour who came to the Glasgow airport to reminisce were C.D. Markle, O.E. Markle and Kenneth Newton.

A number of local men whose fathers, now deceased, had made the tour came to see the flight take off. Two flew their planes as their fathers had done. John Saubak’s father, Cliff, was an original tour pilot, as was Lanny Hanson’s father, Lavonn. Gary Martin was there. His father, Scotty, was in the old group. Doug Allie, Sam Allie’s son, and Tim Jennings, Ellis Jennings’ son, also came.

The flight took off at 9:30 a.m. under cloudy skies, with a forecast of snow. John Saubak flew his 1953 Cessna 170 with his chocolate Lab, Oscar, who is his regular co-pilot. Tom Klotz had Paul Olszewski along in his 1967 Cessna 172. Steve Stanley’s companion in the 1953 Piper Tri-Pacer was his brother, Scott. Ken James piloted his 1970 Cessna 172. Hanson and Smith could fly by everyone in the powerful 180. Walter Bell let this reporter hitchhike along in his “Easter egg,” a bright blue and yellow 1948 Cessna 140, the antique plane of the group. The first destination was Hinsdale, where Dean Jensen, his son, Darrin, and his brother, Paul, had staked out a blue tarp as a target for the flour bombs. The pilots all landed on the 2,200-foot turf strip, chatted with the Jensens, then loaded up again, bound for Opheim. The tour departed Opheim at 11:15 a.m. headed southeast in the snow, landing at the fine Olfert ranch strip half an hour later. The tour benefited by sharing a sumptuous barbecue.



Valley County Air Tour stopped at the Fort Peck Airport pictured (l-r) are Ken James, Tom Klotz, Paul Olszewski, Walter Bell, Samar Fay, John Saubak and his co-pilot Oscar.



Steve Stanley flies from Glasgow to Hinsdale in his 1953 Piper Tri-Pacer with his brother, Scott.

Looking at the weather, the pilots decided not to fly over Frazer, the confluence of the Milk and Missouri Rivers, Fort Peck, and the Elkrum strip south of the Fort Peck Dam on the shore of the lake, in case the ceiling at Glasgow closed down. But south of the Olferts’ ranch, they flew out of the snow, so they decided to do Fort Peck and Elkrum anyway. They touched down at Fort Peck, then headed to Elkrum.

The seven aircraft returned to Glasgow at 2 p.m. where Jeanne MacPherson gave a winter survival talk and pulled out all the emergency equipment in the backpack she always flies with.

The last stop of the 2002 Valley County Air Tour was the VFW Club, where the day’s stories were stitched together with other stories of 55 years ago.

Scholarship Opportunities

Montana is very fortunate to have many generous individuals and organizations that believe in promoting aviation by offering monetary assistance to qualified persons. The Aeronautics Division assists in administering some of these scholarships and encourages participation. The scholarships are offered to a Montanan to help defray costs of education (i.e., flight instruction, A&P, ect.) and will be presented during the 2003 Montana Aviation Conference in Missoula. Awarding of the scholarships will be based on a letter explaining the reasons for applying, future career goals, past aviation experience, if any, and any outstanding achievements. Letters of application should be sent to Montana Aeronautics Division, PO Box 5178, Helena, MT 59604 or call (406) 444-2506 for further information. **Letters must be postmarked on or before January 24, 2003.**

A Love of Aviation (ALOA) Scholarship – An anonymous donor established the first \$250 scholarship in 1993 and a second donor offered another \$250 scholarship in 1997.

Aviation Appreciation Scholarship – Jeff Morrison, retired former owner of Morrison Flying Service in Helena has established the \$300 scholarship as a token of appreciation to the aviation community.

Montana Antique Aircraft Association (MAAA) Scholarship – MAAA offers this \$500 scholarship to help defray the costs of flight instruction.

Parrott Family Scholarship – The Parrott Family offers this \$1,000 scholarship to be used over a one-year period for pilot training programs for students enrolled in the Rocky Mountain College (RMC) aviation program. The funds may be used for tuition in the RMC aviation program, and/or flight training expenses leading to a Private, Commercial, or Flight Instructor Certificate, and may include Instrument and Multiengine simulator training, and the purchase of aviation related materials and related supplies.

AOM Flight Training Scholarship – AOM has established this \$500 scholarship to financially assist a student pilot in obtaining their private pilot certificate.

Montana Pilots Association Junior Pilot Award – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement. The recipient must have soloed and be actively involved in flight training. This year the MPA is offering two \$500 scholarships.

Montana Pilots Association Mountain Flying Scholarship – This recipient is chosen for outstanding interest in aviation, citizenship within their community and demonstrated academic achievement this \$500 scholarship must be used for mountain flying instruction.

Blue Goose First Generation Flight Scholarship – This \$250 scholarship is awarded to a first generation pilot to assist with flight training. This scholarship is designed to assist a person who has a love of aviation, yet had limited exposure to aviation, someone from a non-aviation background/family.

Michael D. Ferguson (More Darn Fun) Aviation Scholarship – This scholarship was established by the Montana Aeronautics Board in honor of Mike's many years of hard work and dedication in the field of aviation.

Montana 99's Flight Scholarship – This \$300 scholarship is to be used towards earning a private pilots certificate. The applicant must be female and obtained her medical certificate and student pilot certificate. The training must be completed in Montana and the license obtained within two years. Send a one-page letter stating your reasons for wishing to be a pilot, financial need, and your financial plan for completing the rating. Also send one letter of reference and a copy of your current medical certificate.

In Memory Willard L. "Willy" Rimby



Longtime Montana pilot, A&P and fixed based operator Willy Rimby passed away in the early morning hours of February 12th, 2002.

Willy was born Dec. 5th 1928 in Denton Montana. Willy soloed a J-3 Cub at the Denton airport in July of 1945. His flight training was put on hold when he enlisted in the U.S. Marine Corps and served from 1946-47 as a crewmember on the Douglas R5C (C-54) based at MCAS El Toro, California. Willy finally earned his private license in 1947 and his A&E (A&P) license in 1948. He married his wife of 53 years Patricia Johnson in September of 1949.

Willy eventually worked for Frontier Airlines in Denver as a mechanic on the DC-3 and Convair in the late 50's and early 60's. He moved his family back to Montana in 1961 and started his FBO, Skycraft, Inc., at the Lewistown airport. At various times Skycraft was both a Cessna and Piper dealer. Willy operated Skycraft until his retirement for health reasons in 1999. Over the years, Willy was active in the Montana Pilots Association serving a term as president of the organization. He served as lead Search & Rescue Coordinator for the Montana Aeronautics Division. He was active in the Civil Air Patrol. Willy was also the recipient of the Charles Taylor Master Mechanic Award.

Most of all though, Willy loved his family, he loved Montana and he loved flying in Montana. He is survived by his wife Pat of Lewistown. Two daughters, Marilyn Bersuch of Lewistown and Valerie Kellogg of Conrad. One son, Ron Rimby of Harrisburg, SD. Seven grandchildren and one great-grandchild.

Calgary/Kalispell Flights Take Off

With approval by the Federal Aviation Administration, a new flight service between Kalispell and Calgary, Alberta, began on November 1. SkyXpress Airline, owned and operated by Flight-Ops International, Inc. began with flights three times a week, according to Bob Brown, Vice President in charge of operations. That could quickly expand, if business is what Brown thinks it will be.

The flights will leave from Edwards Jet Center at Glacier Park International Airport, connecting with a similar facility at the Calgary airport. The arrangement is both more cost-effective than using the main terminal and will expedite security checks, Brown said.

Both U.S. and Canadian customs departments have "gone out of their way" to accommodate the airline, he said. He said the flights will cost about \$200. They include in-flight service on the 19-passenger planes. "We're starting small," he said. But if demand warrants it, the service could send two full planes across the border.



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Glacier Park International Airport has 80 used runway edge lights including 30-inch standards with bases, the lenses, and the connectors. These items are ready on pallets and would be transferred to any other Montana airport at no cost. For information call Monte Eliason (406) 257-5994.

The Roundup Airport has Runway Lights and one Runway Light Regulator available at no cost, for more information contact Orville Moore at (406) 323-1011.

November, 2002



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